

Illinois Commerce Committee (ICC) Beneficial Electrification Workshop

Wednesday November 3rd, 2021 Meeting

**10:00 am – 2:30 pm
Teleconference**

Meeting Notes and Attendees

Meeting Materials:

- Posted on the ICC Beneficial Electrification Workshops webpage: [Beneficial Electrification Workshops 2021-2022 \(illinois.gov\)](#)
 - [ICC Beneficial Electrification Workshop Process – Facilitator Presentation](#)
 - [UIC and Partners Presentation](#)

Opening and Introductions

Celia Johnson, Facilitator

The purpose of the November 3rd meeting:

1. To introduce the ICC Beneficial Electrification Workshop series, including requirements of the Electric Vehicle Act, the Proposed Ideas Template, and the initial Workshop Plan; and
2. To educate Workshop participants on the recent UIC Energy Initiative's Transportation Electrification workshop process and report

Introduction to ICC Beneficial Electrification Workshops

Celia Johnson, Facilitator

Background and Workshop Process:

- A notice of inquiry is a way for the commission to collect information on a topic of interest. First notice of inquiry was in September 2018. An opportunity to gather information and opinions of stakeholders on electric vehicles. To help identify issues, potential challenges and opportunities for deployment. Link to page on ICC website to review comments that were submitted to that process and final ICC report in early 2019. In Aug 2020, there was also a notice of inquiry addressing the impact of electricity rate design on transportation electrification, infrastructure adoption and beneficial electrification.
- September 9, 2021, ICC held a workshop on the grid impacts of electric vehicles in Illinois posted on ICC workshop website for beneficial electrification
- September 15, 2021 Governor Pritzker signed climate and equitable jobs ACT (CEJA) including updated and new provisions to Electric Vehicle Act (EV Act).
- ICC required by EV Act to initiate a Beneficial Electrification (BE) workshop process.
- EV Act requires Ameren Illinois and ComEd to file Beneficial Electrification Plans with the commission by July 1, 2022. Plans will include programs starting no later than January 1, 2023. Plans will take into consideration recommendations from the final workshop report that will be prepared following these workshop series.

Workshop Process:

- Workshop goals:
 - Focus on discussions that are productive and valuable, encourage collaboration and open conversation, provide opportunities to educate and inform.
 - Ensure equitable opportunities for participation without requiring formal intervention or representation. encourage participants from diverse stakeholders representing a variety of interests including stakeholders representing environmental justice and low-income communities.
 - Address topics that will inform Beneficial Electrification Plans. Identify solutions to barriers/challenges. Provide opportunities for stakeholder input and ideas to be shared. Consider incentives enabling rate structures and other opportunities for the bill reduction environmental benefits described as EV Act.

Workshop Plan Development:

- Initial feedback requested October 20. What topics or questions are important to stakeholders to have addressed through electrification workshop process that could inform the utilities beneficial electrification plans? Do you have suggestions on strategies or process to best reach stakeholders representing environmental justice and/or low-income communities?
- **Overview of Initial Workshop Plan Presented:** Feedback due within 2 weeks- by Wednesday November 17th. If changes to the Workshop Plan are needed an updated plan will be presented in December. An update on how the process will be inclusive to stakeholders representing environmental justice and low-income communities will be presented in December.

Workshop Purpose:

- EV act requires ICC to initiate a workshop process to solicit input on the design of electrification programs that Ameren Illinois and ComEd will offer.
- The workshops shall consider barriers, incentives, enabling rate structures and other opportunities for the bill reduction and environmental benefits described in the EV Act.

Workshop Timing:

- EV Act requires workshops to begin in November 2021 and conclude no later than end of February 2022.

Workshop Participation:

- Workshop meeting open to all interested participants. A key workshop goal is to be inclusive. Reviewing feedback on strategies and process to best reach stakeholders representing environmental justice and low-income communities.

Workshop Final Report:

- After the conclusion of the workshop process, a final report will be submitted to the ICC March 31, 2022. The final report may rely on the written feedback submitted throughout the workshop including completed proposed idea templates.
- **EV Act requires the report to include:** Participants in the process. Program designs proposed during the process. Estimates of the costs and benefits of proposed programs. Recommendation for transportation electrification investment or incentives in 5 areas. Any material issues that remained unresolved at the conclusion of the process. Any recommendations for workshop process improvements.

- As described in the EV act, the report “shall be used by the Commission to inform and assess effectiveness and achievement of goals within the submitted Beneficial Electrification.

Overview of Electric Vehicle Act

Electric Vehicle Act Definitions:

- See Electric Vehicle Act for definitions; this presentation includes a few applicable definitions
- **Beneficial electrification programs:** Programs that lower carbon dioxide emissions, replace fossil fuel use, create cost savings, improve electric grid operations, reduce increases to peak demand, improve electric usage load shape, and align electric usage with times of renewable generation. All beneficial electrification programs shall provide for incentives such that customers are induced to use electricity at times of low overall system usage or at times when generation from renewable energy sources is high.
- **Environmental Justice communities:** Established using a methodology under the Illinois solar for all program. Referenced in the EV act. There is a process for a community not under the methodology to self-designate as an environmental justice community.
- **Equity Investment eligible community:** The geographic areas throughout Illinois which would most benefit from equitable investments by the State designed to combat discrimination and foster sustainable economic growth.
- **Equity investment eligible person:** The persons who would most benefit from equitable investment by the state of Illinois designed to combat discrimination and foster economic growth.
- **Low income:** Persons and families whose income does not exceed 80% of the state median income for the current State fiscal year as established by the U.S. Department of Health and Human Services.

State of Illinois Goals:

- Decrease reliance on fossil fuels, reduce pollution from the transportation sector, increase electrification for all consumers, and ensure that electric vehicle adoption and increase usage and demand do not place significant additional burdens on the electric system and benefits for Illinois residents.

Workshop Focus Areas:

- EV act includes three areas that Workshops focus on
 - Focus Area 1: Benefits of electric vehicle adoption barriers to adoption.
 - Focus Area 2: Recommendation for transportation electrification investment or incentives.
 - Focus Area 3: Requirements for Ameren IL and ComEd Beneficial Electrification Plans
 - Meetings will be organized by topic area (residential customers, public transit, heavy duty fleet, etc.)

Beneficial Electrification Plan Requirements:

- **Ameren Illinois and ComEd must each file a Beneficial Electrification Plan** with the ICC. File Plans by July 1, 2022. Launch programs by January 1, 2023. Plans shall take into consideration recommendations from the Workshop Report ICC Review.

- Consider whether the Plan meets the objectives and contains information required by the EV Act. Determine whether each proposed plan is cost-beneficial and in the public interest.
- ICC Plan approval: From a practical standpoint, Plans filed by July 1, 2022 will need to receive ICC ruling approval/approve with modifications/rejection before the end of 2022 in order to allow the programs to be in effect by January 1, 2023.
- **Future Plan requirements:** Ameren Illinois and ComEd shall file updates to the plan on July 1, 2024 and every 3 years thereafter. Utilities shall develop updates to the plan in conjunction with the distribution system planning process described in section 16-105.17, including incorporation of stakeholders' feedback from that process. Updates shall include: Transportation investments made during the prior plan period. Investments planned for the following 24 months. Updates to the information required by the EV Act.
- **Future review process:** ICC will determine whether EV Act objectives are being achieved: whether investment targets should be increased based on achievement of spending goals and consistency with outcomes directed in the stakeholder workshop report. If a utility's Plan is found to be deficient, an order will require the utility to submit a corrective action plan, subject to ICC approval.
- **Workforce equity requirement for Ameren Illinois and ComEd:** Increase the use of contractors and electric vehicle charging station installers including but not limited to: Business headquarters in, or the person resides in, an eligible community. Business is majority owned by an eligible person or the contractor is an eligible person. Business or person is certified as a disadvantaged business. Eligible for a certification program including: Business Enterprise for Minorities, women and persons with Disabilities Act, certified as a disadvantaged business, meets equity criteria as a nonprofit, pay employees working on electric vehicle charging installations at or above the prevailing wage.
 - Establish reporting for vendors. Program data collection requirements. To ensure equitable distribution, collect demographic and geographic data for each applicant and each person or business given contracts, publish demographics of program and procurement applicants and participations, conduct regular review to confirm reported data is accurate, collect data quarterly, report annually to ICC and General Assembly on how hiring, contracting, job training enhance the diversity of vendors

Additional EV Act Requirements:

- **Charging Rebate Program:** IL Environmental Protection Agency will issue rebated to public and private organizations companies to install and maintain Level 2 or Level 3 charging stations.
- **State of Illinois goals; Decrease** reliance on fossil fuels, reduce pollution from the transportation sector, increase access to electrification for all consumers and ensure that electric vehicle adoption and increased electricity usage and demand do not place significant additional burdens on the electric system and create benefits for Illinois residents.

Workshop Plan and Overview of Commenting Opportunities

- Interested in feedback and comments on the draft workshop plan. Comments due by Wednesday November 17.
- If needed an updated Workshop Plan will be presented at the December ICC Workshop meeting.

Process Steps to Encourage Broad Participation:

- Hold 6 virtual ICC BE Workshop meetings.
- Hold 2 virtual equity meeting to discuss and request feedback from stakeholders.
- Provide an opportunity for informal written comments to be submitted following each meeting.
- Translate select meeting information in Spanish.
- Develop an outreach strategy to facilitate discussions with and participation from stakeholders representing environmental justice and low income communities.

Topic Focused Meetings:

- ICC Workshop meeting will focus on 6 topic areas; including:
 - Introduction to Process
 - Fleets (Medium-Duty and Heavy-Duty)
 - Residential Customers + Equity/Environmental Justice
 - Other Considerations
 - Charging
 - Public Transit + Additional Impacts
- In addition to a specific meeting focus, equity and environmental Justice considerations are expected to be discussed at all ICC Workshop meetings
- **Flexible Process:** Schedule a list to address subject to change as needed. Process is flexible regarding reaching stakeholders representing environmental justice and low-income communities. Any updates to the process will be communicated with the ICC workshop distribution list.

Workshop Focus 1: Introduction to Process

- Introductory presentation on EV Act, introduction to proposed ideas process, overview of proposed Workshop Plan
- University of Illinois at Chicago (UIC) presentation on Beneficial Electrification of Transportation workshop

Workshop Focus 2: Fleets

- Medium and heavy-duty charging infrastructure used by government, private, school bus operations

Workshop Focus 3: Residential customers and Equity and Environmental Justice

- Panel discussion #1: residential customer considerations
- Panel discussion #2: equity and environmental justice issues

Workshop Focus 4: Other Considerations

- Transparency and reporting
- Utilities estimates of total amount of funding for beneficial electrification programs
- Cost/benefit Analysis
- Coordination with other incentives and programs
- Open issues from prior meetings, if needed

Workshop 5: Charging

- Introduction to types of charging infrastructure
- Panel Discussion 1: Access to densely populated areas
- Panel discussion 2: Targeting gaps in deployment

- Presentations on other charging considerations

Workshop 6: Public Transit + Additional Impacts

- Introduction to public transit considerations
- Panel discussion: Systemic benefits. Health and equity/environmental impact discussion.

Workshop 7: Final meeting (TBD – if needed)

Two Equity-Focused Meetings (proposing one in Jan. and one in Feb.):

- To discuss input and recommendation on equity /environmental justice consideration from stakeholders representing environmental justice and low-income communities.
- Meeting structure and timing will be planned with feedback from interested community groups.
- An outreach strategy to facilitate discussion with and participation from community groups will be developed and presented at the December workshop meeting

Proposed Ideas Template

- Workshop participants are invited to submit: Recommendations for beneficial electrification investment, incentives, program design and other ideas that the utilities may consider and include in their beneficial electrification plans
- Template requests information about ideas and recommendations, submittals will posted on the ICC BE Workshops website
- Ideas may be scheduled for presentation at future workshop meetings

Discussion and Q&A

Q: When is the deadline for initial comments on the workshop plan?

A: Deadline for comments on the draft workshop plan is in 2 weeks. Wednesday November 17th

Q: How can we formulize the process of parties filing a complaint with ICC?

A: Once utilities file their plans there will be a formal proceeding with the Commission, judge will make a decision that goes to the commission. There will be a full docket meeting, where stakeholders will be able to have a discussion to make a decision. Utilities will file a plan to reflect the decision.

A: There is also another process, as an update to the plan where there is a stakeholder process in conjunction with the distribution planning process described in section 16-105.17.

Q: Will school buses be a part of the workshop 5 and 6 discussions as part of the public transit? Suggests considering under school buses instead of fleets.

A: School buses are listed under fleets, related to charging infrastructure, but if it makes sense in another area we are happy to take a look at that.

Q: Where is discussion of diversity of contracts fall?

A: We could add under Workshop Focus 4 (Other Considerations).

Comment: Also include workforce development in a workshop meeting.

Comment: Environmental justice communities are typically those along high traffic corridors such as I-55 and I-290. Electrifying cars in those communities probably has a

small improvement in air quality compared to the trucks operating in their backyards for 10+ hours a day.

A: Fleets-focused meeting will address health/pollution impacts for trucks.

Question: Is there an option for a truck vehicle equivalent in the count toward 1,000,000 vehicles? We know that diesel fuel accounts for about a quarter of the gallonage in Illinois but trucks account for only 13% of vehicle miles traveled (and many of those trucks use gasoline).

A: Will take this question into consideration.

Question: How much will further stakeholder input be integrated?

Comment: Strongly agree on the need for more opportunities for stakeholder feedback.

A: Workshop process will include opportunities for stakeholder feedback, including 1) proposed ideas process; 2) participation in workshop meetings and 3) opportunity to submit informal comments following each meeting.

Additional topics to consider, mentioned by meeting participants:

- Interconnection and permitting in communities that require grid updates
- Light duty VGI
- Workforce support for Smart EV Charging Network
- Technical issues with charging, e.g. interoperability
- Level 1 charging (for charging-focused meeting)

UIC Energy Initiative: Prioritizing Solutions for Beneficial Electrification of Transportation

Dr. Elizabeth Kócs, UIC Energy Initiative, Billy Davis, Jitney EV Tim Milburn, Green Ways 2Go Clifford Haefke, UIC Energy Resources Center Bryan Tillman, Sustainable Mobility

Purpose: To educate Workshop participants on the recent UIC Energy Initiative's Transportation Electrification workshop process and report.

Presentation Agenda:

Provide a point of alignment between the requirements for this workshop and the recent legislation. Considerations for Transportation Electrification (TE) deployment. around the state to distinct regional contexts

Overview and Key Learnings from UIC Transportation Electrification Report

- Transportation sub sector is lacking compared to other sub sectors when it comes to electrification. When the transportation sub sector electrifies, it is projected to consume an additional 1-2000-terawatt hours of electricity from our existing grid.
- This is important for Illinois because it is an opportunity to deploy clean electrify transportation with clean energy generation which provides additional benefits to our society. Illinois is in a unique position right now to achieve these goals in tandem. In one decade, a major shift in transportation can happen. Thoughtful planning is critical at this stage to ensure beneficial electrification of transportation. We are here to start this dialogue and move toward in the right direction.
- Motivation for Illinois to support and incentivizing EVs is for municipalities, institutions and private sector organizations, the motivation goes beyond simply cleaning the air. It supports public health and education. It encourages and incentivizes job growth, many

stakeholders across the Illinois are ready to ensure economic growth and community vitality and support for a just transition to cleaner transportation.

- Contributions are needed for rebates, EV rates, charging infrastructure, incentives and vehicle grid integration technologies are going to support the move towards transportation electrification. EV infrastructure can support ESG goals for both public and private sector. Clear guidance is needed on investment, deployment, types and quantities of infrastructure, to ensure that the benefits reach all.

Pilots, Programs and Partnerships

- Identify synergies across the stakeholders to advance electrification through potential pilots programs and partnerships.
- The key takeaway from workshops is that there is no wrong way to move forward, except to not move at all.
- State level TE plan needs to encourage collaboration, support development of pilot demonstration projects and ultimately ensure maintained safety with continued service. The TE plan needs to encourage utilities to capture values and efficiencies, support consumer choice and grid management, maintain safety with continued service, make EV fueling more cost competitive with fossil fuels and prioritize the use of clean resources to optimize the grid. This is important to ensure that EV fueling is cost competitive with fossil fuels. Making the decision to buy electric easier.
- Also addressing four different use cases that we identified in the workshop process.
 - Use case 1: Residential and multifamily dwellings with and without dedicated parking.
 - Use case 2: Workplace, community and designation charging
 - Use case 3: Public DC fast charging infrastructure for specific use cases
 - Use case 4: Medium to heavy duty vehicles
- Key challenge: The cost of EV infrastructure is a significant barrier
- Strategies: Planning, collaboration, flexibility, funding and education

Prioritizing Solutions for Communities and Market Segments for Beneficial Electrification

Vanessa Perkins, Community Charging

- Access to charging stations near one's home and workplaces. Want to improve Chicago's distribution of public charging infrastructure with a community-based approach.
- The majority of public EV chargers are located downtown in places where you can park temporarily or have expensive entry fees. There are charging stations in Chicago's wealthier neighborhoods and suburbs, while the north and southside remain charging deserts.
- We developed the community charging initiative to tackle this and looked at designing a community-based approach specifically for neighborhoods.
- To address infrastructure gaps, we looked to leverage the sharing economy and use existing infrastructure in neighborhood hosts to build out community level 2 chargers. We used a survey to find out that many small commercial sites in Chicago neighborhoods that are also charging deserts actually have parking availability and electric vehicle infrastructure in place to affordably host a level 2 charger.
- Small businesses, houses of worship and community centers are excited about providing these amenities to the neighborhood through a sharing economy model, supporting EV awareness. Through a sharing economy platform, we found that we could

cost effectively build more close to home infrastructure in Chicago neighborhoods, mitigate charging deserts and ensure EV access for all.

- We found that we can install a level 2 charger for less than \$5000.
- In 2020, we received a grant to fund community chargers and pilot community charging style of electrification. We deployed 5 chargers on the northwest and southside. Helped site host identify design for the charger and install the charger, provide local outreach and education about the technology to the community and also helped drive traffic to the chargers. Built chargers in back of the yard neighborhoods with our host plant Chicago, a community non profit for sustainability. Also built the first charger that's not located in a parking garage in Hyde park.

Multi-Family Dwellings: Community Charging, EV Micro-mobility Program, Make-Ready Infrastructure

Billy Davis, Jitney EV

- **Electric Vehicle Transportation Mobility as a service (MaaS)**
- A robust collection of varied EV transportation is essential to micro mobility. Micro strategies like mobility as a service is available and adaptable to community profiles. We want people to expand their visits from one stop to a second and a third.
- Mobility as a service can help facilitate economic circularity, facilitating commerce to multiple stops for customer. There are several business models to support the network. Vehicle wrapping, advertising is working in several communities.
- Mobility as a service invites neighborhood tap points to help deliver commuters to transit systems; facilitate EV charging as a service. Mobility Apps can calculate multi modal transit options.
- Visit the website JitneyEV.com for recommendations on mobility as a service.

Regional DC Fast Charging

Tim Milburn, Green Ways 2Go

- In Illinois 1/3 rent homes, most are single family dwellings. In Chicago a majority of people live in multiple people dwellings. In Chicago low income communities live in MFDs and rent.
- Challenges are to set fair rate/incentive/tax programs based on demand and varying needs; this is the formula for success.
- Variables that determine make ready needs and solutions depends of if you can put a shared or a dedicated charging station, whether you can meter and bill on how you do it, who pays for what and who own what, the property owner or resident of a facility, what are the rate structures for electricity consumption and demand and how to make these things affordable. Suggestion is that the facility can be considered for more costly infrastructure. If you can plan for the entire facility and use power sharing, the infrastructure cost goes down.
- Metering is done through typical utility metering program. Residents should require EV and EV charger awareness education, and access to EVs. Also, ability to participate in EV rate programs.
- Other stakeholders should foster collaboration, community, utilities and regulators. They should require education and outreach. If we pick a site how many charging points and power levels to meet the demands, where to put them, and how to figure to allocate the funding in an equitable way.

Statewide Efforts

Clifford Haefke, UIC Energy Resources Center

- Research areas are bioenergy and sustainable transportation, distributed energy and renewables, sustainable landscapes, energy efficiency, utility data.
- Through experience Dr Mueller will be contributing valuable knowledge to the national committee and gaining valuable information experience of the transportation center.
- Our state can be broken down into two geographic regions for EV deployment. This geographic breakdown is covered by the regional transmission organization of PGM. There are more electric IOUs in Ameren than in ComEd regions.

Next Steps

Bryan Tillman, Sustainable Mobility

- Create a state EV ambassador and consortium responsible for three main areas. Provide guidance for stakeholders looking to install an EV charging stations.
 - Example: potential solutions for someone living in a MFD. Coordinate between external partners and utilities.
 - Example: coordinate with the Clean Cities Coalition to leverage their work. Work with customers to help them pick the right charging solutions.
 - Example: Real time pricing and other managed charging solutions. Support a wide range of pilot projects to drive sustainable mobility solutions and further neighborhood infrastructure including but not limited to fleet electrification including taxi, livery, ridesharing, public transit buses, school buses, delivery vehicles and other fleets.
- Regional approaches including DC fast charging corridors. MFDs workplace charging, online tools, applications and all other sectors and opportunities.
- Recommendation: Incentive collaborative efforts and leverage synergistic programs. Leverage existing energy efficiency programs currently offered by utilities.
- During events help share stakeholder efforts and projects along with international best practices.
- Provide incentives and discounts for groups that work in collaboration; that can be in the form of reduced fees and other incentives.
- If properly managed, transportation electrification can save ratepayers money, reduce emissions and save energy.
- Recommendation: develop both short term and long-term funding sources to establish and maintain the growing EV and charging infrastructure market. Leverage and use value and efficiencies captures by utilities to create funding streams. Establish calculators that determine the net present value of cost reductions. Coordinate with partners to pool funding and reduce administrative burdens.

Discussion and Q&A

Q: On the Community Charging Pilot, is there a report or program summary on this pilot that can be shared?

A: Still gathering results, we have quantitative and qualitative results. A report would come later because we are in data collection. We can share initial results, as well as surveys and strategies. After two years we will have more results to share.

Closing and Next Steps

1. **Workshop participants are invited to submit feedback on the [Draft ICC BE Workshop Plan](#)**
 - Please send feedback to Celia@CeliaJohnsonConsulting.com no later than **Wednesday, November 17, 2021**.
2. **Workshop participants are invited to submit feedback on the questions and presentations discussed at the November 3rd meeting**
 - The three questions that ICC Staff is soliciting stakeholder feedback on are outlined on slide 33 of the [ICC Beneficial Electrification Workshop Process – Facilitator Presentation](#).
 - Please email feedback to Celia@CeliaJohnsonConsulting.com no later than **Wednesday, November 17, 2021**.
3. **Workshop participants are invited to submit recommendations for beneficial electrification investment, incentives, program design(s), and other ideas that the utilities may consider and include in their beneficial electrification plans.**
 - Please email the completed [Proposed Ideas Template](#), with any supplemental materials that are necessary, to Celia@CeliaJohnsonConsulting.com no later than **5:00 pm on Wednesday, November 24, 2021**.

Workshop Attendees

Celia Johnson, Facilitator
Stephanie Okiro, Assistant Facilitator
Abigail Miner, Illinois Attorney General's Office
Aleksi Paaso, ComEd
Alenjandro Aixala, Student at Brown University
Alison Ogunmokun, ICC
Amanda McAlpin, Argonne National Laboratory
Andrew Barbeau, Ramboll
Angie Ziech Malek, CLEAResult
Anotnio Krulas, Patrick Engineering
Anthony Brown, Ameren Illinois
Antonio Krulas, Patrick Engineering
Ariel Hampton, IL Environmental Council
Bernard Holm
Bill Reany, Ameren
Billy Davis, Jitney EV
Brendan Endicott, US Foods
Brian Daly, Fidelity Consulting Group, LLC
Brian Schumacher, Illinois Trucking Association
Brian Urbaszewski, Respiratory Health Association of Metropolitan Chicago
Brice Sheriff, Ameren Illinois
Bridget Drea, Illinois EPA
Bruce Edelston, Repco Sales/Combined Group
Bryan Pemble, ICC
Bryan Tillman, Sustainable Mobility
Caroline Quazzo, Exelon Utilities
Chad Kruse, Illinois EPA
Chad Newhouse, ComEd
Charles Baumann, Merra-Lee Shops

Cheryl Scott, Metropolitan Mayors Caucus
Chip Tenorio, ComEd
Chris Townsend, CJT Energy Law
Chris Vaughn, Nicor Gas
Christina Pagnusat, Peoples Gas & North Shore Gas
Christopher Budzynski, Huntley Community School District 158
Chuck Meyers, Facing History and Ourselves
Cliff Haefke, Energy Resources Center, University of Illinois Chicago
Cole Jermyn, EDF
Courtney Welch, SunPower
Dan Bowerson, Alliance for Automotive Innovation
Dave Schaller, NACFE
David Fein, Fein Solutions LLC
David Ricketts, Vistra Energy
David South, West Monroe
Deana Dennis, Ceres
Dianna Trost, ICC
Domingo Miranda, ComEd
Dylan Debiasi, Project Development
Edith Makra, Metropolitan Mayors Caucus
Elizabeth Kócs, University of Illinois Chicago Energy Initiative
Elizabeth Stein, Berger Schatz
Emily Kean, ComEd
Eric Lounsberry, ICC
Francesca Wahl, Tesla
Gary King, Accenture LLC
Geoffrey Grammer, Ameren
Grant Snyder, Illinois Attorney General's Office
Heather Hopkins, Glenview Public School District
Heather Nifong, Illinois EPA
Indraneel Bhandari, Energy Resources Center, University of Illinois Chicago
Issac Duah, ComEd
J.C. Kibbey, Natural Resources Defense Council (NRDC)
Jamie Hall, General Motors
Jane Epperson, Energy Resources Center, University of Illinois Chicago
Jane Park, ComEd
Jared Policicchio, City of Chicago Mayor's Office
Jarred Bruce, MidAmerican Energy
Jason Navota, Chicago Metropolitan Agency for Planning (CMAP)
Jason Verner, The NorthBridge Group
Jean Gibson, Peoples Gas & North Shore Gas
Jeff Miller, Industrial Control
Jeff Orcutt, Chapman Energy Strategies
Jena Ginsburg, ChargePoint
Jenifer Bosco, National Consumer Law Center (NCLC)
Jennifer Morris, ICC Staff
Jennifer Pulliam, Espy Services
Jess Beverly, Sierra Club Illinois
Jill Zenner, Sargent & Lundy
Jim Blessing, Ameren Illinois
Jim Zolnierak, ICC

Joan Howard, Advocate Medical Group
Joe Levy, Energy Resources Center, University of Illinois Chicago
John Kim, Illinois EPA
John McCann, ComEd
John Truckenbrod, EV Energy Group
Jonah Berg-Ganzarain, Clean Cities University Workforce Development Program (DOE)
Josh Cohen, PPD Inc.
Julia Friedman, Oracle
Julia Kumari Drapkin, ISeeChange
Julie Soderna, Citizens Utility Board
Karen Petersen, TNC
Karla Stepter, Johnson, Blumberg & Associates
Kate Tomford, Chicago Transit Authority (CTA)
Kathleen Kremer, ComEd
Kelly Aves, ICC
Kevin Campbell, City of Chicago
Kevin Happ, ComEd
Kim Ehrenhaft, NACFE
Kim Ehrenhaft, North American Council for Freight Efficiency (NACFE)
Kristol Simms, Ameren Illinois
Kyra Woods, City of Chicago
Ladi Ogunnubi, ComEd
Larissa Koehler, Environmental Defense Fund
Laura Roche, Illinois EPA
Leah Scull, CLEAResult
Leonard James, Christian Union FGBC Ministries
Leonard Jones, Ameren Illinois
Madison Lisle, Student at Prescott College
Maggie Daly Skogsbakken
Marcus Feldman, Jobs to Move America
Marcy Sherrill, ICC
Maria Kretzing, Bidgely
Marina Mondello, ComEd
Mark Hogland, Stanley Steemer
Martin Menninger, Chicago Metropolitan Agency for Planning
Marty Cohen, Independent Public Policy Consultant
Mary Stephenson, Stephenson Schroeder Ltd
Mathew Harvey, ICC Office of General Counsel
Mathias Bell, WeaveGrid
Matt Beach, Energy Obtainium
Matt Ott, DePuy Spine
Matthew Deal, ChargePoint
Meagan Morley, ICC Office of General Counsel
Melissa Chan, Ken's Beverage, Inc
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Michael Lamb, West Monroe Partners
Michael Merchant, ICC
Micheal Dudek, Joseph James Partners
Mike Abba, Ameren Illinois
Mike Archey, MDArchey LLC
Moly Graham, Midwest Energy Efficiency Alliance

Nakhia Crossley, Sunrun
Nathaniel Shoaff, Sierra Club
Neda Deylami, Electrification Coalition
Nicholas Kierbach, ICC Staff
Nick Dreher, Midwest Energy Efficiency Alliance
Orville Thomas, Lion Electric
Pamela Tate, the Climate Reality Project: Chicago Metro Chapter
Paul Francis, KIGT Smart EV Charging OEM
Paul Hawkins, Self Employed at Computer & Network Servicing
Paul Jensen, Greenways 2 Go
Paula Robinson, Bronzeville Partners
Peter Olmsted Freewire
Philip Mansfield, Ameren
Phillip Roy, ComEd
Ray Salisbury, Village of Arlington Heights
Renee Skeete, ComEd
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Ryan Gallentine, Advanced Energy Economy (AEE)
Ryan Granholm, ICC
Ryan Schonhoff, Ameren Illinois
Sam Bingham, CDOT
Sam Kozel, E9 Insight
Sara Rafalson, EVgo
Sarah Duffy, Illinois Power Agency
Sarah Moskowitz, Citizens Utility Board
Scott Brierley, Fermata Energy
Scott Fisher, Greenlots
Scott Harrison, CDW
Scott Struck, ICC Staff
Sean Wiedel, CDOT
Sebastian Di Clemente, IKEA
Shelly Hagerman, West Monroe
Shishir Shekhar, Itron Inc
Simon Gibson, Simotronics
Sophia Markowska, ICC
Steve McCracken, Senior Computer Aided Designer
Steve Stratton, JLL
Sunday Balogun, ICC
Susan Mudd, Electric School Bus Advocate
Susan Satter, Illinois Attorney General's Office
Susanna Aguilar, ComEd
Tace James, ComEd
Tanya Capellan, ICC
Thanh Nguyen, Strategen
Thomas Manjarres, Peoples Gas & North Shore Gas
Thomas Olmstead, Real Estate Investor

Tim Farquer, Superintendent at Williamsfield Schools
Tim Milburn, Green Ways 2Go
Tom Murtha, CMAP
Tom Stephens, University of Illinois at Urbana-Champaign
Tori Kilhoffer, Ameren Illinois
Torsten Clausen, ICC Staff
Tracy Fox, DPR Construction
Tracy Hose, ICC
Tracy McFadden, KD Associates
Tracy Rulo, City of Naperville
Vanessa Perkins, Community Charging
Vincent Westfallen, ComEd
Wei Chen Lin, ICC
Wendy Jaehn, Guidehouse
Will Kenworthy, Vote Solar
William Higgs III, Elevate
Yana Kalmyka, Warehouse Workers for Justice
Yann Kulp, eIQ Mobility
Zemriah Todd, Future NFP